

WHAT IS CLAIMED IS:

1. A vehicular transmission equipped with a continuously variable ratio-change mechanism and a fixed ratio rotational transmission mechanism, which are disposed parallel with each other for transmitting a rotational driving force input from a drive source to wheels;

said transmission comprising:

first frictionally engaging means, which is provided in said continuously variable ratio-change mechanism for setting a power transmission through said continuously variable ratio-change mechanism;

second frictionally engaging means, which is provided in said fixed ratio rotational transmission mechanism for setting a power transmission through said fixed ratio rotational transmission mechanism; and

engagement-controlling means, which controls engagement of said first and second frictionally engaging means;

wherein:

when said transmission is switched from a neutral mode, where both said first and second frictionally engaging means are released, to an in-gear mode, where said rotational driving force of said drive source is transmitted to said wheels for driving said wheels, said engagement-controlling means, at first, brings into engagement one of said first and second frictionally engaging means that sets a power transmission through one of said continuously variable ratio-change mechanism and said fixed ratio rotational transmission mechanism whose speed change

ratio is set to achieve a higher speed, and said engagement-controlling means, then, releases said one of said first and second frictionally engaging means and brings another of said first and second frictionally engaging means into engagement.

2. The vehicular transmission as set forth in claim 1, wherein:

the speed change ratio of said fixed ratio rotational transmission mechanism is set at a ratio for a speed lower than that at a lowest speed change ratio of said continuously variable ratio-change mechanism; and

when said transmission is switched from said neutral mode, where both said first and second frictionally engaging means are released, to said in-gear mode, where said rotational driving force of said drive source is transmitted to said wheels for driving said wheels, said engagement-controlling means, at first, brings said first frictionally engaging means into engagement, and then, releases said first frictionally engaging means and brings said second frictionally engaging means into engagement.

3. The vehicular transmission as set forth in claim 2, wherein:

when said transmission is switched from said neutral mode, where both said first and second frictionally engaging means are released, to said in-gear mode, where said rotational driving force of said drive source is transmitted to said wheels for driving said wheels, said first frictionally engaging means is

brought into engagement while the speed change ratio of said continuously variable ratio-change mechanism is set at a predetermined ratio that is effective for preventing occurrence of in-gear shock.

4. The vehicular transmission as set forth in claim 1, wherein:

the speed change ratio of said fixed ratio rotational transmission mechanism is set at a ratio for a speed higher than that at a highest speed change ratio of said continuously variable ratio-change mechanism; and

when said transmission is switched from said neutral mode, where both said first and second frictionally engaging means are released, to said in-gear mode, where said rotational driving force of said drive source is transmitted to said wheels for driving said wheels, said engagement-controlling means, at first, brings said second frictionally engaging means into engagement, and then, releases said second frictionally engaging means and brings said first frictionally engaging means into engagement.